

B. F. TAYLOR,  
Stevore.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS CO.  
LIMITED, LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES No. 1812. 日八初月三年七十二緒光

FRIDAY, APRIL 26, 1901.

五拜禮 號六十一月四英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE  
YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 6,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO ..... KOBE  
NAGASAKI ..... LONDON  
LYONS ..... NEW YORK  
SAN FRANCISCO ..... HONOLULU  
BOMIAF ..... SHANGHAI  
TIENTSIN ..... NEWCHWANG

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" " 3 " 4 "  
TARO HODSUMI,  
Manager.

Hongkong, 17th April, 1901. [11]

## IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL ..... Shanghai Taels 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON ..... PEKING  
CHEFOO ..... PENANG  
CHINKIANG ..... SINGAPORE  
CHUNKING ..... TIENTSIN  
HANKOW.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3% per Annum Fixed Deposits for 3 months  
4% " " 6 " 3 "  
5% " " 12 " 2 "  
E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £525,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent.  
per Annum on the Daily Balances.

Fixed Deposits for 12 months 4 per cent.  
" " 6 " 3 "  
" " 12 " 2 "  
T. P. COCHRANE,  
Manager.

Hongkong, 16th October, 1900. [35]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,574

HEAD OFFICE—HONGKONG.  
Board of Directors—  
Chan Ku Shan, Esq. C. Ewens, Esq.  
Chow Tung Shing, Esq. J. T. Lauts, Esq.  
Chief Manager; G. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 20th December, 1899. [18]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$3,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
R. SHEWAN, Esq., Chairman.  
The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupt, Esq. N. A. Sieb, Esq.  
D. M. Moses, Esq. H. W. Slade, Esq.  
A. J. Raymond, Esq. H. E. Tompkins, Esq.  
R. L. Richardson, Esq. Paul Witkowski, Esq.

CHIEF MANAGER—  
Hongkong—Sir THOMAS JACKSON,  
Manager.

SHANGHAI—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 3% per cent. per Annum.  
For 6 months, 3% per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

T. JACKSON,  
Chief Manager.

Hongkong, 9th April, 1901. [19]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted

by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% per  
cent. per annum.

Depositors may transfer, at their option

balances of \$100 or more, to the HONGKONG AND  
SHANGHAI BANK, to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.

T. JACKSON,  
Chief Manager.

Hongkong, 4th October, 1900. [20]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.00 per Cask of 275 lbs. Net ex Factory.

\$5.00 per Bag of 250 lbs.

SHEWAN, TOME & CO.,  
General Managers.

Hongkong, 12th December, 1900. [20]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

[10]

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
SHANGHAI ..... Ballarat, C. T. Denny, R.N.R., 10 A.M., 27th April, Freight or Passage.  
KOBE ..... Tientsin ..... About 1st May ..... Freight only.  
SHAI & JAPAN ..... Japan, G. K. Wright, R.N.R., About 7th May ..... Freight or Passage.  
LONDON, &c. ..... Coronadell\* F. W. Vibert, R.N.R., Noon, 11th May ..... Freight or Passage.  
SHANGHAI ..... Bengal, S. Barcham ..... About 10th May ..... Freight or Passage.  
LONDON ..... Canton, C. F. Lockstone, R.N.R., About 18th May ..... Freight or Passage.  
\* See Special Advertisement.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

[15]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;  
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.  
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZESS IRENE ..... WEDNESDAY, 1st May.  
PREUSSEN ..... WEDNESDAY, 15th May.  
HAMBURG, Hamburg-Amerika Linie ..... THURSDAY, 13th June.  
SACHSEN ..... THURSDAY, 27th June.  
KTAUTSCHOU, Hamburg-Amerika Linie ..... THURSDAY, 11th July.  
BAVERN ..... THURSDAY, 25th July.  
STUTTGART ..... THURSDAY, 8th August.  
KONIG ALBERT ..... THURSDAY, 22nd August.  
PRINZESS IRENE ..... THURSDAY, 5th September.  
PREUSSEN ..... THURSDAY, 19th September.  
HAMBURG, Hamburg-Amerika Linie ..... WEDNESDAY, 2nd October.  
SACHSEN ..... WEDNESDAY, 16th October.  
KTAUTSCHOU, Hamburg-Amerika Linie ..... WEDNESDAY, 30th October.  
BAYERN ..... WEDNESDAY, 13th November.  
WEDNESDAY, 27th November.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

[22]

### HONGKONG HOTEL.

For further Particulars, apply to

Hongkong, 17th April, 1901.

Military Band during dinner on Saturday Nights.

### HOTEL CRAIGIEBURN,

PLUNKET'S GAT, the PEAK, near the TEAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[16]

### TANSAN.

A NATURAL MINERAL WATER, contains  
large proportions of Carbonate of Iron, Alkaline and Alkaline Earthy  
Salts and is very beneficial in cases of Rheumatism, Gout, Chlorosis,  
Anæmia, Indigestion and other Allied Complaints.

PER CASE OF 4 DOZEN PINTS \$6.

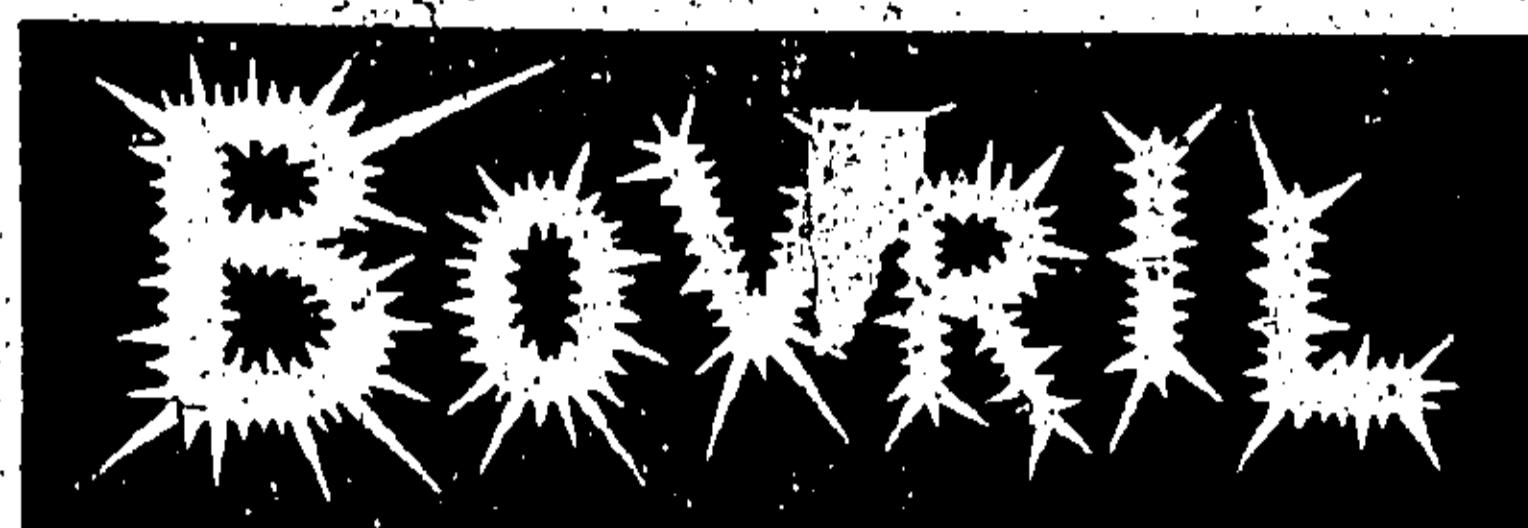
SOLE AGENTS:

H. PRICE & CO.,  
12, QUEEN'S ROAD.

[20]

## Intimations.

Bovril Promotes Energy and takes away  
that tired feeling which life in the East pro-  
duces. Unrivalled for Athletes and persons  
of either sex cultivating physical strength.  
To be obtained at all Stores, Chemists and  
Hotels throughout Hongkong, China, and  
Japan. [287c]



## Intimations.

THE WANCHAI WAREHOUSE AND  
STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the above Company will be held at the  
OFFICE of the Undersigned, No. 5, Queen's  
Road Central, Hongkong, on THURSDAY,  
the 2nd May, 1901, at 3 o'clock, in the After-  
noon, for the purpose of electing a Consulting  
Committee.

MEYER & CO.,  
General Managers.  
Hongkong, 24th April, 1901. [454c]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY per  
cent. upon Contributions for the year  
1900 has been declared.  
WARRENTS will be issued on the 1st May,  
By Order of the Board.  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 19th April, 1901. [438c]

## WANTED.

AN EXPERIENCED MAN and GOOD  
LINGUIST, to act as TRAVELLING  
AGENT for KIRIN BEER.  
Applications to

THE MANAGING DIRECTOR,  
THE JAPAN BREWING CO., (LIMITED),  
YAMATE-CHO,  
Yokohama, Japan.  
Yokohama, 11th April, 1901. [454c]

A SECRETARY is WANTED by THE  
DAIRY FARM CO., LIMITED.  
Apply by Letter to the Chairman, 2, Albert  
Road, Hongkong.  
Hongkong, 22nd April, 1901. [446c]

## WANTED.

A COMPETENT SHORTHAND RE-  
PORTER.  
Apply, stating Qualifications and Salary  
required, to

"X.A."  
Clerk's Office.  
Hongkong, 19th April, 1901. [434c]

## WANTED.

A EUROPEAN ASSISTANT for GENERAL  
STORE.  
Apply to

"ASSISTANT"  
C/o Office of This Office.  
Hongkong, 18th April, 1901. [434c]

## WANTED.

A man competent to approach  
the best people to solicit subscriptions.  
A good proposition to the right party.  
Apply by Letter to

"D.G."  
Care of This Office.  
Hongkong, 14th April, 1901. [446c]

## WANTED.

SINGING, PIANO, MANDOLINE,  
AND GUITAR.

SIGNOR CATTANEO, having returned  
to the Colony, has resumed Tuition.  
TERMS ..... \$10 per Month.  
(TWO LESSONS PER WEEK).  
Application may be made by intending  
pupils through the ROBINSON PIANO CO.  
Hongkong, 20th April, 1901. [444c]

## Entertainment.

HONGKONG MISSIONS TO SEAMEN.

## CONCERT

will be given on  
WEDNESDAY, the 1st MAY, 1901,  
at 9 P.M.,  
BY THE MEMBERS OF

To-day's  
Advertisements.

THEATRE ROYAL,  
UNDER the Direction of MR. ROBERT  
BROUGH.  
Representative—MR. ALLAN HAMILTON.

LAST NINE NIGHTS  
OF THE  
BROUGH COMEDY CO.  
BROUGH COMEDY CO.  
BROUGH COMEDY CO.

IMPORTANT NOTICE

Mr. BROUGH begs to announce that, in consequence of the Excessive Heat being so very trying for both the Public and Performers, he has decided upon the following arrangements for the remainder of the Season and he feels confident that the public will appreciate the reason for these alterations.

TO-NIGHT (FRIDAY),

April 26th;

"ADVENTURE OF LADY URUSLA"

A Comedy in Four Acts, by

ANTHONY HOPE.

TO-MORROW,  
(SATURDAY), and MONDAY NEXT,  
April 27th and 29th

"SECOND MRS. TANQUERAY"

A play in Four Acts, by ARTHUR W.

PINERO.

TUESDAY, April 30th, (One Night only),  
"THE BRIXTON BURGLARY"

An Original Farce-Comedy in Three Acts, by

FRED. W. SIDNEY.

WEDNESDAY, May 1st,  
NO PERFORMANCE

THURSDAY, May 2nd, (One Night only),  
"THE AMAZONS."

A Farce-Comedy in Three Acts, by

ARTHUR W. PINERO.

FRIDAY, May 3rd,  
NO PERFORMANCE

TUESDAY, May 4th, (One Night only),  
"AN IDEAL HUSBAND."

A Comedy in Four Acts, by the late

OSCAR WILDE.

MONDAY, May 6th, (One Night only),  
"SOWING THE WIND,"

A Play in Four Acts, by SYDNEY GRUNDY.

TUESDAY, May 7th, (One Night only),  
"A VILLAGE PRIEST,"

A Drama in Five Acts, by

SYDNEY GRUNDY.

WEDNESDAY, May 8th,  
LAST NIGHT OF THE SEASON,  
"NIOBE."

A Mythological Farce-Comedy in Three

Acts, by H. E. PAULTON.

PRICES—5s, 3s, and 1s. Box Plans at

THE ROBINSON PIANO CO. Late Trains 15

minutes after Performances.

Doors open 8.30

Curtain 9 P.M.

Carriages 11.30.

Hongkong, 26th April, 1901. 1404c

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP & SPOONS.

THERE will be a COMPETITION for the

above TO-MORROW, the 27th instant,

at 2.45 P.M.

RANGES—700 and 800 yards.

Ten Shots and One Sighter at each Range.

ALEX. MACKENZIE,

Hon. Secretary.

Hongkong, 26th April, 1901. 145

NOTICE.

M. R. J. H. STEWART LOCKHART in this Colony for their kind enquiries, and regrets that his departure gives him no opportunity of replying personally to their good-wishes.

C. CLEMENTI.

Hongkong, 26th April, 1901. 1462c

EOTHEN MARK LODGE,

No. 264.

A REGULAR MEETING of the above

LODGE will be held at the FREEMASON'S

HALL, Zetland Street, on TUESDAY, the 30th

instant, at 8.30 or 9 P.M. precisely. Visiting

Brethren are cordially invited to attend.

Hongkong, 26th April, 1901. 1460c

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the

above Port, TO-MORROW, the 27th instant,

at 8 A.M.

For Freight or Passage, apply to

DOUGLAS LAPLAIK & Co.,

General Managers.

Hongkong, 26th April, 1901. 1452c

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

"THAIES."

Captain Robson, will be despatched for the

above Port, TO-MORROW, the 27th instant,

at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPLAIK & Co.,

General Managers.

Hongkong, 26th April, 1901. 1458c

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above

on WEDNESDAY, the 1st May, at 4 P.M.

This Steamer has Superior Accommodation

for First class Passengers, is fitted throughout

with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co.,

General Managers.

To-day's  
Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLARAT"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex S.S. *Almaya* and

*Caledonia*.

From Australia, ex S.S. *Britannia*.

From Persian Gulf, ex S.S. *Jaya*.

Optional Goods will be landed here unless

instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 1st May, at 4 P.M.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packets must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 26th April, 1901.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENSHIEL"

FROM TACOMA, VICTORIA, G.

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to

take immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 26th April, 1901.

TELEGRAMS.

THE "SOBRAON"

ASHORE.

PASSENGERS AND MAILS SAFE.

The following telegram from the

Telegraph Staff at Sharp Peak has

been courteously placed at our dis-

posal by Mr. F. von der Pfördten, the

Manager of the Joint Telegraph

Companies:

SHARP PEAK, 26th April,

7.28 a.m.

The P. & O. mail steamer *Sobraon*

struck the rocks on the Western

Island of Tung Yung, about thirty-

five miles from here (Sharp Peak), at

three o'clock on Wednesday morning.

A junk with over twenty pas-

sengers and all the mails arrived

here last night. We have five pas-

sengers with us, including two ladies.

The rest have gone to Foochow.

The other junks, which were to

have left the ship shortly after the

first one, have not yet arrived here.

The ship had sixteen feet of water

in her fore compartment when the

boat left, but was supposed to be safe

for the time being.

The weather is now calm.

A later telegram says:—The five

passengers who were staying with

the Telegraph Staff at Sharp Peak

have now gone to Foochow. Their

names are: Captain Rooper of Jar-

dines, with wife and son; Mrs.

Southcott of Tientsin with boy in

her charge named Wards

told by myself and Mr. Robinson that if there was any other person at the back of this he had better tell the whole truth and have the matter threshed out and that if there was any person who had instigated him it might be taken into consideration by the Judge in his sentence. We told him also that we could make him no promises; we could not be certain. On the 17th April I told him what I have related. Some fortnight previous to that he had told me about the Defendant. Mr. May did not say on the 17th April that if he made a clean breast if the matter he would get off better. Young Kun only mentioned Reeks' name besides that of the Defendant.

Mr. May asked for a further remand. The case was remanded to 2.15 p.m. on Tuesday, the 30th instant.

THE PLAGUE.

Number of cases reported Chinese 172 up till noon of the 25th Other Asiatics 2 Europeans 0 Number of cases reported Chinese 13 during the past 24 hours Other Asiatics 0 Europeans 0 Total number of cases reported to date 187 Number of deaths reported Chinese 162 up till noon of the 25th Other Asiatics 0 Europeans 0 Number of deaths reported Chinese 9 during the past 24 hours Other Asiatics 0 Europeans 0 Total number of deaths recorded to date 171

SMALL-POX.

Number of cases reported Chinese 56 up till noon of the 25th Other Asiatics 7 April, 1901 Europeans 10 Number of cases reported Chinese 2 during the past 24 hours Other Asiatics 0 Europeans 0 Total number of cases reported to date 75 Number of deaths reported Chinese 44 up till noon of the 25th Other Asiatics 2 April, 1901 Europeans 2 Number of deaths reported Chinese 1 during the past 24 hours Other Asiatics 0 Europeans 0 Total number of deaths recorded to date 49

CANTON NOTES.

SMALL-POX CASES.  
(From Our Own Correspondent.)  
CANTON, April 25th.  
The last of the men from the *Monterey*, who have been in the Canton hospital on account of small-pox, returned to the ship yesterday. It speaks well for the management of the hospital that during these weeks when small-pox and varioloid cases were under treatment and native attendants coming and going, the disease was confined to those from the ship. None of the hospital attendants or hospital patients contracted the disease.

THE U. S. MONTEREY.  
The U. S. *Monterey* leaves this morning for Hongkong, where she will go into dock for repairs. It is not certain that she will return to Canton, though the commander has not yet received orders to the contrary. In the meantime the U. S. gunboat *Isla de Luzon* will take the place of the *Monterey* at Canton.

It is curious how the Chinese connect the progress of peace negotiations with the number of gunboats. In the mind of many, the departure of the gunboats is a certain indication that peace will soon be concluded.

KIDNAPPERS CAUGHT.

Yesterday one of the kidnappers, belonging to the gang that has been at work in Canton for the past few months, was captured on Honam. The man has confessed to having kidnapped several children and sent them to the San U district. His house on Honam was searched and two or three children found. These have been returned to their parents. Four men were also found in the house and taken into custody on the charge of being implicated in the business. The house was confiscated.

THE CRISIS IN THE NORTH.

TIENTSIN.

Affairs in the North.  
(From Our Own Correspondent.)  
TIENTSIN, April 15th.  
Dull, distinctly dull. No political crisis, only a moderate number of street rows and complications; and after our stirring incidents of late it seems slow by comparison. However, we have more than compensation in the knowledge that things are brightening commercially. Cargo is beginning to find its way North, and a very perceptible increase is noticeable in the returning confidence of the Chinese, and many prophesy that it will not be such a bad year after all. In the city retail traders are becoming bolder, and holders of import stock are beginning to feel the dealer nibbling again at familiar chocks and sniffing round for novelties, while several of the export compounds display a most unexpected show of skins etc. Of course it is a case of scratch lots obtained more or less by a stroke of luck; still so early in the season it was not anticipated that anything would be doing at all. Shools of people are continuing to come North whom we would much rather be without, nearly all bent on opening grog-shops and houses of ill-fame, and it may be doing a service to some telling immigrants to point out that the market is simply glutted with liquor and provisions; but what Tientsin does not possess is—

A good clean bakery and confectioner.

A good clean laundry.

A first-class hotel.

Ladies and gentlemen tailors.

Bootmakers, working Jewellers.

In any of these departments a pretty solid livelihood can be almost guaranteed, all of them with the exception of the Hotel, being absolute and pressing necessities. We have a very fair Hotel, but there is room for another run on rather different lines, where ladies and families can be reasonably and comfortably accommodated now when houses are difficult to obtain and at a very high figure. Though the price of flour is about the same as formerly, the price of bread is exactly double, and it is not good bread at that. It is not bread like what we can get in Shanghai, for almost half the price, and why should we not get good bread here? 16 cents a pound is absurd, and it is light, any stuff that is forgotten as soon as swallowed. A confectioner, now when there is so much, entertaining, and so many willing to purchase small delicacies, would be very popular. Washing is another problem, though all that is required is a building near the river, a superintendent and a little care, and half a dozen smart Cantonese "finishes." Bootmakers and tailors are still at a premium, but the misfortune is they cannot find houses

A fine opening exists for building or land investment folks, to run up cheap terraces and artisans' dwellings. If some of the crowd coming up here would concentrate their energies on some of these lines instead of rushing into grot, they would make themselves far more welcome than they do at present, and might not be far behind in the matter of profits either.

Questions of sanitation have been exercising the public mind lately. As was expected, the return of the warm weather is disclosing the existence of a very unhealthy state of affairs, arising partly from the too close proximity of the refuse and night soil dumping grounds, and the presence in the ponds of carcasses deposited there through holes in the ice by the natives during the winter months. All these things combine to create an odour which will visit typhoid, cholera or plague upon us if it is not properly dealt with. The military authorities are very lax about it, mainly not bad, because if matters grow very bad they can go into camp out at Shan hai kuan or Weihai if necessary. But civilians must bear the full brunt of any evil which may ensue and have no defence against it. The military have both money and labour at their command, and if they really chose to, deal with the matter actively and effectively it could soon be settled. Some of the garbage is being incinerated, but not as much as might be, and they have been, I know, furnished with plans for an inexpensive incinerator introduced and used with good result in India, which incinerates night soil and liquid sewage as well as the usual refuse, and is of course the most desirable means for getting rid of our vast accumulation of filth, but for some reason the Authorities do not find it expedient or do not understand it. Then again, these ponds which have become a mass of putrefaction should be filled in, and it would not really represent either much labour or expense. The country around is feeling the want of rain severely, and the whole place looks miserable.

Dust storm after dust storm is keeping us buried in it, kahki coating, and even when there is no wind the air is heavily full of particles. Just now the Settlement should be looking fresh and green and the gardens be ablaze with lilacs and the whole place fragrant with their perfume. But the blossoms are struggling into existence on wellnigh leafless bushes, the ground around them is parched and bare, and in a week they will wither and die instead of lasting on till May as they usually do. This is the third year the lilacs have failed, and I fear we may be in for a drought as bad as last year.

TROUBLES IN BRUNEI.

We announced, the other day, says a recent issue of the *Straits Times*, that trouble had broken out in Brunei. This is possibly a sequel to the trouble referred in the following despatch from Mr. O. T. Ricketts, the Resident of Limbang, a neighbouring Sarawak province.

At the commencement of February I returned from Brookeby way of Brunei, to which place I went to hand over the half-yearly cession money for Brookeby. I received a letter off the 5th from H.M.'s Consul announcing that there were serious disturbances in the Tuting, and preferring a request from H.H. the Sultan that Dyaks and others might be prevented from joining in them. Later I sent up notice to Orang Kaya Langgar and Orang Kaya Poman, and other chiefs to this effect.

The people at Telukah complain that they have had a number of their buffaloes stolen of late, but seem uncertain who is the culprit—although they suspect Orang Kaya Shabandar Raman; they were told as soon as they could gather sufficient evidence to report the matter to the Court.

On the 8th I went up to Awang and I paid to get some information as to the disturbances in Tuting, but could hear nothing of any importance. Date Siak Bakti had been ordered by the Sultan to attack Date Kalam, but he had not moved and was said to be waiting for men.

Towards the end of the month about a hundred men, women, and children moved into Ipat from the disturbed district in Brunei. The headman, Haji Shabandar, came down here and informed me that they had been driven away from their houses and all their property taken by Date Siak Bakti because they have refused to join him to attack the rebels. Haji Shabandar further stated he wanted to settle in the Limbang as he had no intention of returning to be under Brunei rule.

THE RAJAH OF SARAWAK.

NARROW ESCAPE FROM SHIPWRECK.

The *Sarawak Gazette* gives particulars of a recent mishap which befel the *Zahora*, which had the Rajah of Sarawak on board at the time. It appears that, on the 15th March, the Rajah left Kuching, in the *Zahora* for Batang Lupar and Sibu, the weather being rainy and thick. At half-past twelve the vessel was off the S. Bandi sands and a course was then steered for outside Burong Island, which was 15 miles distant. Nandak, the native captain, who was on the same route some scores of times, was in charge and the Rajah did not concern himself with the navigation of the vessel on such a short voyage. Instead of reducing speed at about 2 o'clock, when the distance to Burong Island would have been run, the captain stood on at full speed, over twelve miles an hour, without sounding or taking any precautions, the result being that at about 3 o'clock the vessel struck on hard sand and heeled over about forty degrees, but with the roll of the sea she righted. The Rajah rushed on to the bridge and had the engines reversed, and with a rising swell she moved slowly astern, her bow stern striking very hard each time she pitched, so much so that all were obliged to hold on by both hands to prevent themselves from falling. When the water deepened a little the engines were put ahead and she moved slightly with the aid of the swell, and her head moved round to seaward. After another ten minutes of anxiety in expectation that every time she bumped a plate would be started, she floated. The wells were sounded and found to be dry. The mist was so heavy that land could not be seen, and so the *Zahora* was steered west, and into deep water again. After about 20 minutes the low land lying between Saribas and Batang Lupar was sighted, and so the vessel had overrun her distance about 12 miles, and it was off the mouth of the former that she struck, afterwards. Lingga was reached without difficulty.

No ordinarily built vessel could have stood the ten severe bumps that were made on hard sand and in a heavy sea, the first while going at a speed of over 12 knots an hour, without being smashed up to pieces. If a plate had been started nothing could have saved the *Zahora* from sinking and filling in ten minutes, and most probably no one would have been saved, as there was too much sea on to lower the boats without their filling, and a strong ebb tide was running. This nearly fatal accident was caused by the negligence of the man in charge, in not taking proper precaution in calculating his distance to Burong Island, reducing his speed, and keeping the lead going. So far as is yet known the vessel has received no injury.

MEN WHO HAVE REFUSED CROWNS.

The English crown has been rejected only once, and then Cromwell was the man who refused the honour. Nevertheless, practically no much power was attached to the Protectorship, though it was without the regal emblem.

The crown of Greece has been refused more often than any other. Lord Derby, one of the greatest statesmen of the Victorian era, might have worn it had he chosen for it was offered to him thirty-eight years ago upon the expulsion of Otto, owing to the friendly feeling he exhibited toward Greece. After some consideration, however, he decided that his position as a British statesman prevented his being a monarch, so he refused the throne and the \$25,000 a year attached to it.

Englishmen seem to have found favour in Greece at that time, for no sooner had Lord Derby refused the throne than it was offered to the Duke of Edinburgh, the Queen's second son. He would, in all probability, have accepted it had it not been for the objections of other European sovereigns, who considered that a son of Queen Victoria as King of Greece would make that country an ally of Great Britain in the event of war, although the former's military strength was as insignificant as it is now. The Duke of Edinburgh was, therefore, obliged to be content with his British title; so the throne was then offered to and accepted by the present King, George of Denmark, brother of the Princess of Wales.

Garibaldi, the great Italian patriot, might have been King of Sicily had he not refused the proffered throne. Victor Emmanuel thought that nothing short of a kingdom would be sufficient reward for the great services he had rendered to Italy, so he resolved to cut off Sicily and make it a kingdom under Garibaldi, but subject to the Italian government. Moreover, the great soldier was the idol of the Italian people, and it was feared that Victor Emmanuel himself would easily be deposed in his favour if a rebellion were organized. Garibaldi, however, disliked honors as he did riches, and, rejecting the offer, retired into obscurity as soon as he had done what he considered to be his duty.

Much as the great Napoleon loved power, he once refused the monarchy of Spain, then being the third consecutive time it had been declined. Ferdinand VII, first of all passed it on to his father, who, in his turn, rejected it in favour of Napoleon. The "Little Corporal" would undoubtedly have reigned as King of Spain as well as Emperor of France, only the Spaniards showed every inclination of rising if he attempted to do so.

Another man who might have been a King had he wished was Bismarck. Not only did Prussia crush Austria in the great war of 1866, but several minor States as well, and for his services in bringing the campaign to a successful issue Bismarck was offered the throne of one of those kingdoms which now come under Prussian surveillance.

The throne of Austria was refused in 1848 by the father of the present Emperor Francis Joseph. He was the Archduke Carl, and when Ferdinand I abdicated on account of internal strife in the year mentioned, he absolutely refused to have anything to do with the monarchy, through he was the rightful heir. The crown was then offered to his son and accepted, but the father remained Archduke for years afterwards.

Some years ago Prince Napoleon, nephew of the great Bonaparte, died in exile after refusing the first offer of the crown of Rumania when it was converted into a kingdom. He was a man of great ambition, and fully believed that at a future date he would be offered the monarchy of France; so he declined the former in the hope that he would get better things. By so doing he lost his chance of ever becoming a king, and died a few years afterwards, an outcast. —*The New Press.*

THE RIKSHA MAN.

He's not what you'd call handsome, you could hardly say he's neat, His clothing is not plentiful—his legs are, always bare—He has no coat upon his back; no shoes upon his feet. For matters such as dress indeed, he really does not care.

He's very odorous, you would not call him clean, He seldom has a bath and his clothes strong scented are, His towel of a neckerchief's the dirtiest ever seen,

But he's willing, for a trifling sum, to pull you near or far.

His riksha's most rickety, but he thinks it is very neat, With its cushions (rather hard!) and its oilcloth hood so black;

It has a bit of carpet bright, on which to put one's feet. And the riksha man believes there is nothing it can lack.

He risks his life, and yours as well, for all rules he does not know, And drivers often yell at him for blocking up the way,

It's no use swearing at him, or telling him to go,

He speaks an unknown language—he cannot talk Malay.

O Riksha men, you're dirty, and your faults are manifold, You crowd the streets on every side, and vex us evermore,

But we cannot do without you, and when every thing is told,

We find you very useful, in this land of Singapore.

CASSIO.

—*Singapore Free Press, April 16th.*

MR. S. "DUNCAN."

Speaking after the launch of the first-class battleship *Duncan* from the yard of the Thames Iron Works, Mr. A. F. Hills, chairman of the company, said he considered the Admiralty had paid a great compliment in the design of the *Duncan*, which was almost a facsimile of the *Shikishima*, built by the company for the Japanese Government. (The two ships were built on the same slip.) The *Shikishima*, however, had been built, armoured, engine armed, and delivered in thirty months, whereas the *Duncan* was not finished yet, and the *Duncan* and *Cornwall* would take three years. He attributed the difference to the sensible and business-like way in which the Japanese Government treated the contractors; they were anxious to turn out ships with equal rapidity for our own Government, but they could not, because of the obstacles placed in their way through the system of overcentralisation. Sir William White pointed out that battleship designating did not begin with the *Shikishima*. There was a *Majoris* class before that, and he had no doubt that the Japanese Government, looking round for the best type of battleship, had selected the *Majoris* model when ordering the *Shikishima*.

AS OTHERS SEE US.

Portuguese boy in a public school in Malacca was told, says the *Catholic Examiner*, to write all he knew about the English, and his estimate of the Malacca specimens of the race is not altogether flattering. This is what he wrote, the spelling being amended, except in the one marvellous word "docut," which means dog-cart.

"English is very proud and very white. They are mostly governors, schoolmasters, policemen, magistrates and few are lawyers and doctors and banks and many other things. They never work. They wear hats and boots and ride in docuts. Some English go to church but only once. They are clever tennis and ball games, and eat much beef and other things. Some are married. One of their great delights smoking cigars and shooting and racing coming home in it. English is clever at all things. My father says Portuguese black and ugly and catch fish, but English is white and pretty and eats fish, what is caught. Father is black and ugly but making nets. English is very fierce. If any body does something they swear. English women is few. They ride and play the music and sing and make faces. It is easy, no work nor little houses. I don't know any more English. That is all I know."

MAuled BY A TIGRESS.

Mr. McCrie, the officiating Deputy Conservator of Forests, Nagpur-Wardha division, was severely bitten and mauled by a tigress recently at mid-day in the jungle near Ghoraboli, a village situated on the Seoni, to Kamptee Road. He went out on inspection duty to the forest in a valley hard by Choraboli, a place which is infested with tigers. While inspecting he saw a tigress and two full-grown cubs, and fired two shots at them, and wounded the tigress, and one of the cubs. The other cub ran away, and was soon followed by the wounded cub, but the tigress moved off and concealed herself in the long grass in the jungle. While Mr. McCrie was searching for her, she suddenly pounced upon him and seized his right thigh. He struck her with the butt-end of his rifle. She then let go her hold on his thigh and seized his arm. He finally succeeded in shooting her. Mr. McCrie was carried into Kamptee. —*Madras Times.*

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (Eastern) to-morrow. American (Gulfic) 20th instant. German (Prussia) 1st prox. Canadian (Empress of Japan) 6th prox. American (Hongkong Maru) 7th prox. American (China) 15th prox.

The C. & O. Co.'s steamer *Belgian King*, left San Diego, on 24th inst., for Japan and Hongkong.

HONGKONG AND WHAMPoa DOCK RETURNS.

H.M.S. *Swift* ..... at Kowloon Dock.

U.S.S. *Bennington* ..... " "

*Argus* ..... " "

*Hongkong* ..... " "

*Kaifong* ..... " "

*Safiro* ..... " "

*Burtrint* ..... " "

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU.	BOMBAY, VIA SINGAPORE and COLOMBO.	SUNDAY, 28th April, at Noon.
K. Keri.		

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 26th April, 1901.

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HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONGSBERG	HAVRE, BREMEN and HAMBURG.	3rd May. Freight
Christiansen	(Calling at SINGAPORE and PENANG.)	Passage.
SEGOVIA	HAVRE and HAMBURG.	26th May. Freight
Forck	(Calling at SINGAPORE and PENANG.)	
AMBRIA	HAVRE and HAMBURG.	10th June. Freight
Duckstein	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 25th April, 1901.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

NIPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

S.S. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

THE Twin Screw Steamship.

HONGKONG MARU.

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

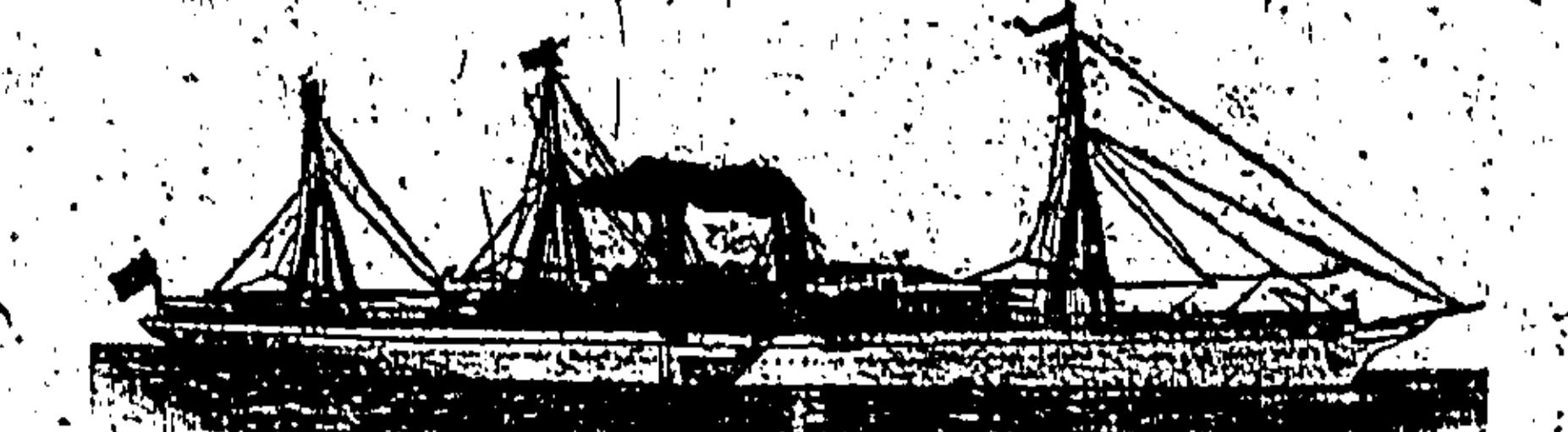
GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

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Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 16 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 15th May.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. .... WEDNESDAY, 15th June.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. .... WEDNESDAY, 16th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 14 DAYS, SAVING THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers brought through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. [13]

Hongkong, 24th April, 1901.

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THE CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"ESMERALDA".

Captain G. T. Blaxland, will be despatched as above TO-MORROW, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 20th April, 1901. [442c]

THE OSAKA SHOSEN KAISHA, LIMITED.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUZ, PORT SAID, FIUME AND TRIESTE.

(TAKING CARGO AT THROUGH RATES TO THE BRAZILS, TO SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE, AND ADRIATIC PORTS).

THE Company's Steamship.

"GISELA".

Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 24th April, 1901. [442c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERNDALE".

3rd May.

"AFRID".

4th May.

"HILLCLIFF".

14th June.

"LOWTHER CASTLE".

30th June.

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 20th April, 1901. [445c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to call at MANILA.)

THE Full-powered Steamship.

"ASTURIA".

Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 15th April, 1901. [442c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"GUTHRIE".

Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th April, 1901. [442c]

PORLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships.

"INDRAVELL", "INDRAFULA", "KNIGHT COMPANION".

between HONGKONG and PORTLAND (OR.).

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship.

"KNIGHT COMPANION", for PORTLAND (OR.).

will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent.

SHEWAN, TOMES & CO., Agents.

Hongkong, 20th April, 1901. [442c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILM.

Sole Agents for CLEMENTS' WHEELS.

Sole Agents for "OMEGA" WATCHES.

STONE FOR BREAD.

Lieutenant-Colonel Adams, I.M.S., Administrative Medical Officer of Rajputana, records some remarkable facts showing how many people in Rajputana exist in times of famine by actually eating rocks, stones and bark. He says that in a very unusual season like the present, the people of this region are deprived of seeds and succulent roots of grasses, and even of the green leaves and shoots of plants and trees, nearly everything of this sort, found useful in a normal year, being hard and dried up. Under these very adverse conditions, the barks of trees, especially of the khejra (*Prosopis spicigera*), and even ground up rocks are resorted to, principally, to give bulk to the scanty meal, and thereby to stave the pangs of hunger for a longer time. A soft stone, *pitla bhakri*, found on the Bikarir-Marwar border of Jaipur, is also largely used in that part of the country to give bulk to the meagre meal. This stone is friable and easily ground into fine powder. It contains an oleaginous substance, which has some nutritive qualities, and when finely ground and used in proportions of about one-fourth to three-fourths of flour it does not apparently impair digestion for a considerable time; however, when it is used in excess, it gives rise to mal-nutrition, emaciation, bowel disease, swollen feet, and other signs of starvation. The Bhils, Sanasis, Bhaubris and other low-castes have subsisted greatly on the flesh of the cattle which died, and they still have some of it preserved with salt. Although it is poor in nutritive qualities, it has kept many of them alive, and it does not seem to produce any tendency to disease.

OUR COMMERCIAL SUPREMACY.

HOW ARE WE TO MAINTAIN IT?

There is a very interesting symposium on a very important subject in the *New Liberal Review* for March. The subject is "How to Maintain Our Commercial Supremacy," and it is the number one authority of the consultants as any measure of the gravity of the disease, we are in a very bad way.

MURRAY'S VIEWS.

Mr. Murray says we must ensure our ware-house before we lay in a stock of goods. In other words we must first reform and strengthen our army and navy. Secondly, we must adopt a wide system of commercial education. Several of the Continental States, notably Germany, must be our models in this respect. Thirdly, we must attend to the danger which will result from the decreasing of our recuperative stores of country blood. Fourthly, we must have Imperial Federation, on Free Trade principles. Fifthly, we must increase the productiveness of our labour. And lastly, we want cheap transport. The solution of this problem, Mr. Murray apparently sees in state-owned, and state-subsidised, railways and steamships.

MR. KEIR HARDIE.

Mr. Keir Hardie does not believe in technical education, which is to the workman only what drill is to the soldier. Personal efficiency is not to be obtained by developing one lobe of the brain at the expense of the rest. But an eight hours' working day would cheapen production, and improve the efficiency of labour. Mr. Hardie agrees with Mr. Murray as to the nationalisation of railways, and he adds, significantly, of mines. As for expansion as a means of helping trade, of course Mr. Hardie will not have anything to do with it. He concludes—

High wages, short hours, the abandonment of Imperialism and the nationalisation of raw materials and the means of transit, are in my judgment, the chief means whereby our commercial supremacy is likely to be prolonged. Low wages and long hours, even when backed by technical education, will assuredly hasten the end.

SIR HOWARD VINCENT.

Sir Howard Vincent hardly needs quotation, for he only says what he has said so often before. We must establish preferential trade with the Colonies on mutual terms, and impose a duty on foreign goods to readjust the balance. He thinks that the general sense of our people is in favour of such a policy, especially, he adds, after the events of last year. But at the same time he admits that the merchant and consuming interests are strong against it—and if we deduce these, who is left?

MR. WILLIAMS.

Mr. Ernest Williams begins by saying that our commercial supremacy cannot be maintained under any circumstances. The most we can do is to maintain a large measure of commercial prosperity, for Germany and the United States, will inevitably get ahead of us. As for technical education, it is by no means an all-sufficient weapon, for it could not have saved certain of our industries, such as sugar-refining, which have decayed. Against such system as the American Trust, no education will avail. The real and only remedy, he agrees with Sir Howard Vincent, is the establishment of a Customs Union.

MR. W. H. LEVER.

Mr. Lever looks forward to the supremacy of the United States, but not till the end of the century. But he does not think that that necessarily involves British decay. At the same time, we are hampered by our unpractical system of education. Trades Unionism is another evil, but at the same time low-priced labour is a disadvantage. The high rates of wages in America have forced manufacturers to perfect their machinery, and increase the total efficiency of the man and machine. He says—

To my mind the sign of the highest manufacturing ability is shewn when a nation can pay the highest rate of wages in the world and yet produce manufactures cheaper than can be produced elsewhere. This the Americans are doing in many directions, and it will be to see that in the present century our workmen in England are better paid, better housed, and better educated; that sounder ideas of productive energy are instilled into them; that the fallacy of restriction of output is educated out of them; that they are taught to look with the greatest favour upon every labour-saving appliance that may be introduced into the work they are engaged in; that they are taught to assist as far as they possibly can by suggestions in the reduction of labour and the increase of the output, as the surest means of improving their own position. Given such conditions as these, notwithstanding that England of itself is geographically and physically limited, and is competing with the United States, which for the purposes of present expansion is practically unlimited, we need fear nothing with regard to the future.

MR. T. F. BLACKWELL.

Mr. Blackwell's article is short, but interesting from the fact that he is the only one of the contributors who regards technical and commercial education as the chief remedy. But he protests also against the devotion of the commercial community to amusements to the detriment of their business affairs.

MR. A. L. JONES.

Mr. A. L. Jones mentions that in one of his establishments alone he employs 250 clerks, and his experience of them is that only a small

proportion are well equipped for their work. He is making the interesting experiment of granting his clerks an additional half-hour to their lunch time, which they must employ in studying a language of shorthand. In regard to the lower industrial ranks, he says that as long as they are badly housed they will never take any interest in their work.

MR. A. J. WILSON.

Mr. Wilson closes the discussion. He does not think it is any longer a question of maintaining our supremacy, but rather our equality. He regards the neglect of our mercantile navy as one of our greatest disadvantages. He says—

We require cheaper means of transport at home, higher organisation in many of our industries, a stronger feeling of comradeship among producers and merchants, and above all economy in every department of production. Unless our habits change in these respects, I fear we must expect to be elbowed aside in the struggle for control of markets.

It is a very useful discussion, but the most remarkable thing about it is that education is regarded by so many men of weight as secondary to financial policy and industrial legislation.

It is, of course, written largely from the employed and capitalist point of view. What would be still more interesting would be a discussion by intelligent workmen on the same subject from their point of view.—*Review of Reviews.*

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